

Regional Inventory of Projects

Planned High Capacity Surface Transit Improvements
in the WMATA Service Area

DRAFT Project Summaries

May 2009

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List of Abbreviations

BRT – Bus Rapid Transit
CE – Categorical Exclusion
CLRP – National Capital Region Financially-Constrained Long-Range Transportation Plan
CNG – Compressed Natural Gas
DDOT – District Department of Transportation
DEIS – Draft Environmental Impact Statement
FEIS – Final Environmental Impact Statement
FTA – Federal Transit Administration
LRT – Light Rail Transit
MARC – Maryland Area Regional Commuter Train
MTA – Maryland Transit Administration
TIP – National Capital Region Transportation Improvement Program
VRE – Virginia Railway Express
WMATA – Washington Metropolitan Area Transit Authority

List of Transit Providers

ART – Arlington Transit
DASH – Alexandria Transit Company
MARC – Maryland Area Regional Commuter Train
MTA – Maryland Transit Administration
Ride On – Montgomery County Transit
TheBus – Prince George’s County Transit
VRE – Virginia Railway Express

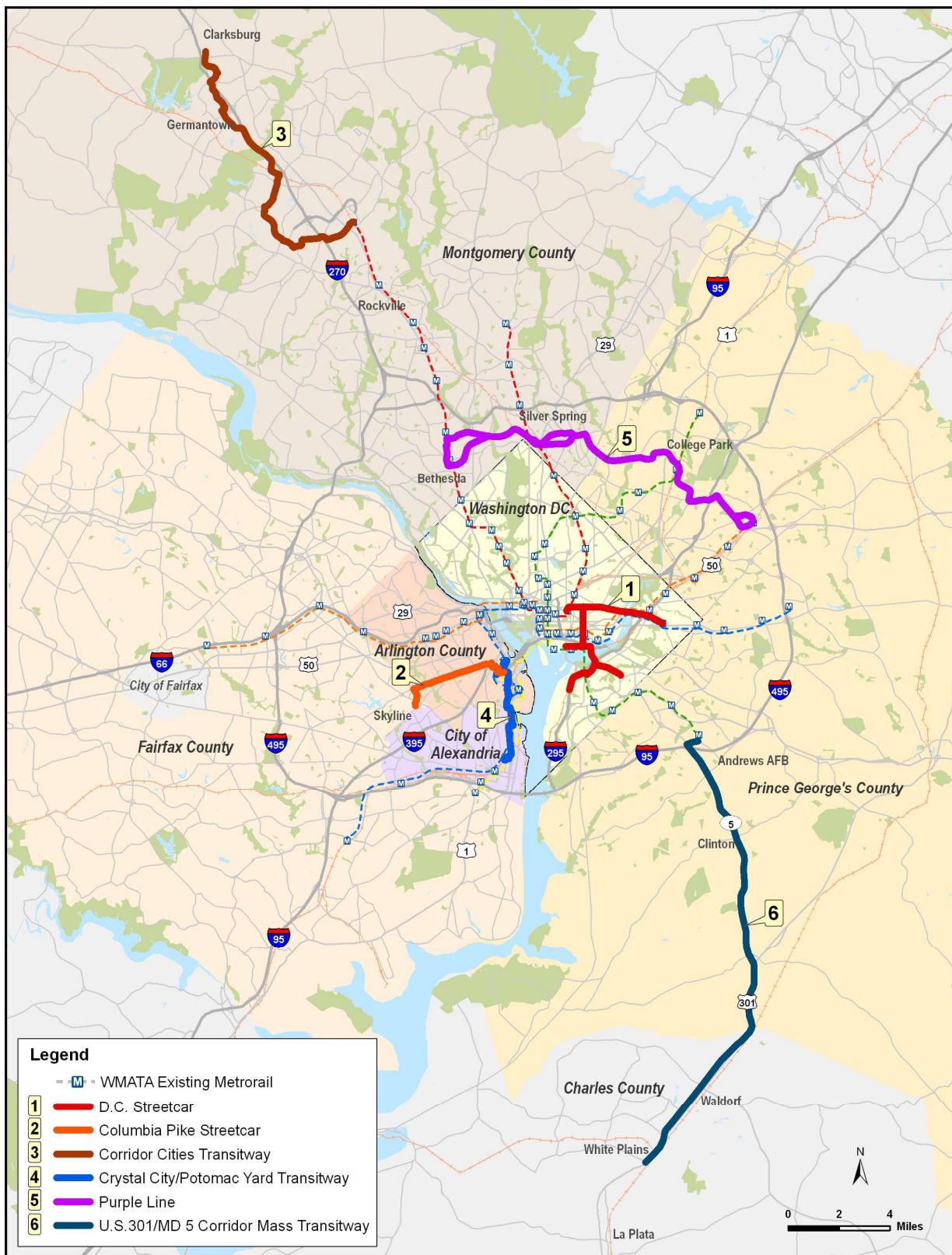
1.0 INTRODUCTION

There are several surface transit projects and planning efforts underway across the Washington metropolitan area. These projects will eventually add bus rapid transit (BRT), light rail (LRT), and streetcar service to the region's mix of transit modes and will extend and supplement the existing system. The Washington Metropolitan Transit Authority (WMATA), as the region's transit authority, will play various roles in implementing these projects and operating the resulting "system" of services. To date, WMATA has been involved in development of planning studies, environmental documentation, and preliminary design for most of these projects. The primary project sponsors have been the state and local government agencies that cover the project jurisdictions.

This document presents summaries of six of the region's major proposed surface transit projects based on information publicly available and project experience of WMATA staff. These six projects were chosen because they give a good cross-section of projects in the region and are the most advanced of projects in the planning stages. This is not a comprehensive list, and there may be other projects of equal significance that are not included. These summaries describe key details of the projects and attempt to identify project implementation strategies and plans for future operation and maintenance.

This material will serve as the basis for surveys and subsequent conversations with officials from each of the project sponsors. With this input, WMATA staff will update the summaries and draft a more complete report describing project status and key issues relative to project implementation and operation. The intention is that this information will help WMATA to assess its current roles in projects and anticipate future roles as these projects become part of the regional transit network.

Figure 1-1: Surface Transit Projects and the Existing Metrorail System



2.0 PROJECTS

2.1 DC Streetcar Phases I-V

Location: District of Columbia

Project Lead: District of Columbia Department of Transportation (DDOT)

Mode: Streetcar

Status:

Phase	Alternatives Analysis	Environmental Documentation	2008 CLRP / TIP 2009-14	Begin Construction	Begin Operation
I (Anacostia Streetcar Project)	Completed 2004	Completed 2004	CLRP Year 2010	2009	2010
II - V	Completed 2004	-	CLRP (Study - Phases I-IV) 2009-14 TIP	2010	2015

System Connectivity:

Metrorail

- Blue Line: Eastern Market, Benning Road Stations
- Green Line: Anacostia, Navy Yard Metrorail Stations
- Orange Line: Eastern Market, Minnesota Avenue Stations
- Red Line: Union Station

Metrobus

- Overlapping/Connecting service with numerous lines

Other Transit Providers

- Connecting service with Amtrak, MARC, and VRE at Union Station and with MTA commuter buses at various points along streetcar network

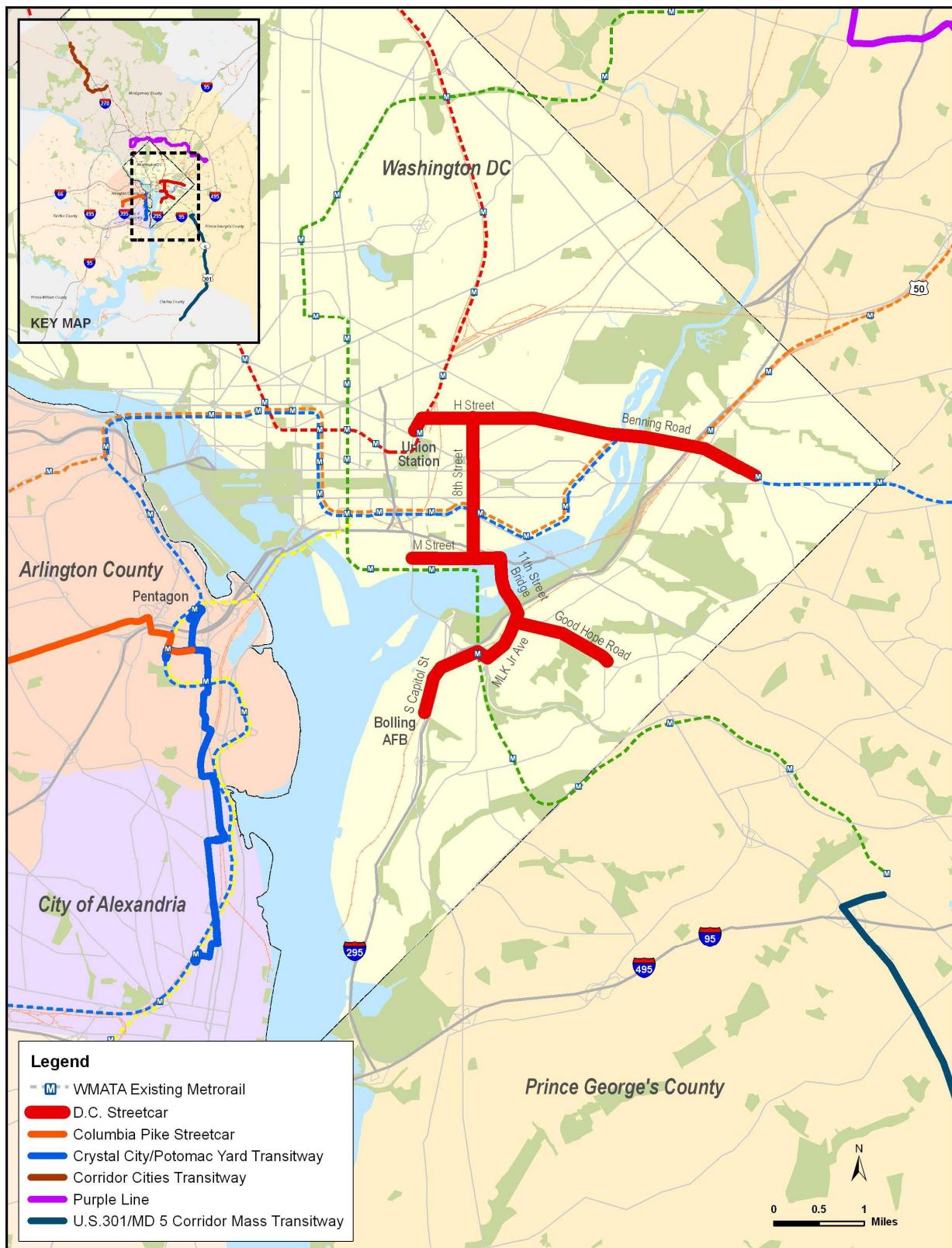
Project Alignment:

Phase I - From Bolling Air Force Base to the Anacostia Metrorail Station, along South Capitol Street and Firth Sterling Avenue SE. Proposed changes in Fall 2008 would eliminate the segment south of the Anacostia Naval Station.

Phase II - Along H Street NE and Benning Road, from the Union Station area to the Benning Road Metrorail station.

Phase III - Along Martin Luther King, Jr. Avenue SE, from the Anacostia Metrorail Station to Good Hope Road SE and Minnesota Avenue SE.

Figure 2-1: DC Streetcar Phases I-V



Phase IV - From the Anacostia Metrorail Station over the 11th Street Bridge and along M Street SE to South Capitol Street.

Phase V - Extending Phase IV east along M Street SE, then north along 8th Street SE/NE to H Street NE.

Estimated Capital Cost:

- \$45 million for original Phase I alignment (Washington Post, July 13, 2008)
- (\$55 million shown for Phases II-V in 2009-2014 TIP)

Estimated Annual Operating Cost: To be determined.

Vehicles:

- 66-foot electric trams (Inekon Trams Company, Czech Republic)
- 4 doors and capacity of 44 seated passengers and 90 standees
- Steel-wheeled for operation on track
- Electric propulsion via overhead wire

Stations:

- Number of Stations: Phase 1 – three station locations identified; Phases II – V, station locations to be determined.
- Station Type: low platforms with simple shelters.

Fare Collection: Off-board; integrated with WMATA system

Associated Facilities: A vehicle maintenance and storage facility is planned on South Capitol Street, south of the Anacostia Naval Station entrance.

Proposed Operator: To be determined; options include DDOT, WMATA, and an independent operating company (similar to the D.C. Circulator).

Proposed Capital Funding Sources: Local funds

Key Issues for Implementation:

- Finalize proposed alignments through D.C. or federal environmental process.
- Resolve issue of prohibition of overhead wires along streets inside the historic core of the City of Washington (areas north and west of the Anacostia River).

Key Issues for Operations and Maintenance:

- Determine project operator
- Develop operating plans for multi-leg system
- Vehicle storage and maintenance for phased implementation

Sources:

- District of Columbia. Transit Alternatives Analysis, Final Report. 2005.
- District of Columbia Department of Transportation. Streetcar Project. [Online]
http://www.ddot.dc.gov/ddot/cwp/view,a,1250,q,636429,ddotNav_GID,1746,ddotNav_|34060|,.asp (accessed February 13, 2009)
- Greater Greater Washington. "Streetcar will run through Anacostia, not to Bolling." November 12, 2008 [Online]
<http://greatergreaterwashington.org/post.cgi?id=1414> (accessed February 13, 2009)
- National Capital Region FY 2009-2014 Transportation Improvement Program. November 19, 2008.
- Sun, Lena H. "Transit Plan on Track." *The Washington Post*. July 13, 2008. [Online]
http://www.washingtonpost.com/wp-dyn/content/article/2008/07/12/AR2008071201834_pf.html (accessed February 13, 2009)

2.2 Columbia Pike Streetcar

Location: Columbia Pike, Arlington and Fairfax Counties

Project Lead: Arlington and Fairfax Counties

Mode: Streetcar

Status:

Phase	Alternatives Analysis	Environmental Documentation	2008 CLRP / TIP 2009-14	Begin Construction	Begin Operation
Single Phase	2005*	In progress	CLRP Year 2016, TIP 2009-2014	2011	2016 2016 (TIP)

*Arlington County and Fairfax County adopted the Modified Streetcar Alternative, Spring 2006

System Connectivity:

Metrorail

- Blue and Yellow Lines: Pentagon City Metrorail Station

Metrobus

- Overlapping and connecting service with Metrobus #16 lines ('PikeRide'); connecting service with lines crossing Columbia Pike. Existing bus service will be reconfigured to support streetcar service.

Other Transit Providers

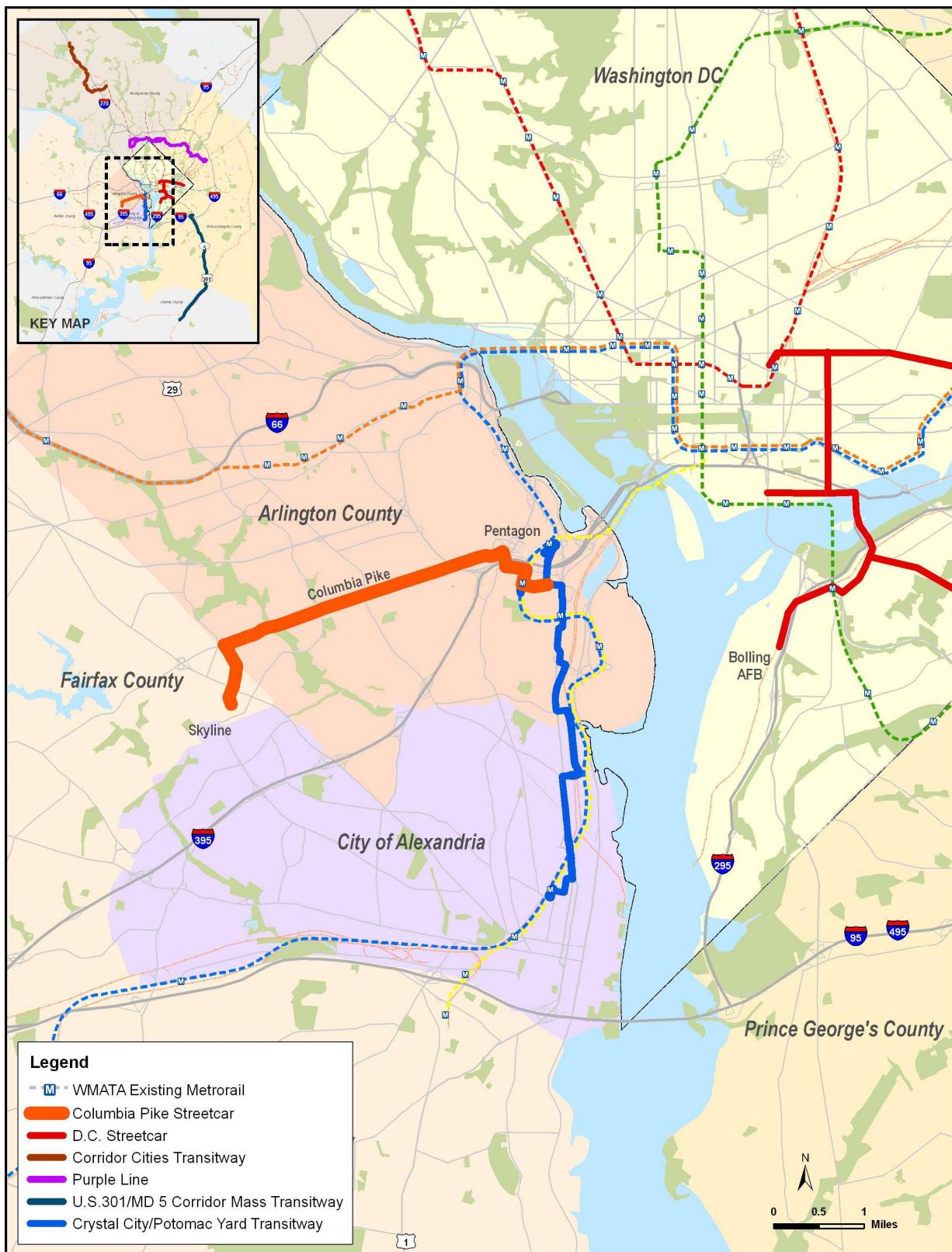
- Connecting service with ART bus lines 41, 73, 74 and 75

Project Alignment: The current proposed alignment runs 4.7 miles from the Skyline commercial complex to Pentagon City. From Skyline it runs along South Jefferson Street to Columbia Pike. It connects to Pentagon City from South Joyce Street, Army Navy Drive and South Hayes Street, from which it runs along 12th Street South to its terminus at Eads Street. The alignment runs along the outside travel lanes on Columbia Pike and along the inside travel lanes or median in the Skyline and Pentagon City areas. Fourteen station locations are planned. The travel lanes are 11 feet in width to allow buses to pass streetcars. A park and ride facility is planned at Jefferson Street near Bailey's Crossroads.

Estimated Capital Cost (2008 Update): \$160 million (\$34 million/mile)

Estimated Annual Operating Cost: \$5 million (2005 Alternatives Analysis)

Figure 2-2: Columbia Pike Streetcar



Vehicles:

- 66-foot electric trams with 4 doors (modeled on Inekon vehicle, Czech Republic); estimated fleet of 11 vehicles operating in single car consists.
- Capacity of 44 seated passengers and 90 standees
- Steel-wheeled for operation on track
- Electric propulsion via overhead wire
- Supplemental peak period service along the project alignment provided by standard 40-foot buses with 40 seats per vehicle

Stations:

- Number of Stations: Fourteen station locations planned.
- Station Type: 75-foot low platform station stops with a ramp at one end, shelters and amenities. Some initial station stops will be constructed in the near term as part of the Super Stops program.

Fare Collection: Off-board; integrated with WMATA system.

Associated Facilities: To be determined; potential sites under study.

Proposed Operator: To be determined; options include Arlington County, Fairfax County, WMATA, and an independent operating company.

Proposed Capital Funding Sources: To be determined; blended funding scenarios studied include local and regional dedicated transportation funding, state matching grants, federal grants, benefit assessment districts, and tax increment financing.

Key Issues for Implementation:

- Determine project sponsor
- Identify funding strategy
- Coordinate with the Columbia Pike Multi-Modal Project, which will be developing new street cross sections in accordance with Columbia Pike Street Space Task Force recommendations.

Key Issues for Operations and Maintenance:

- Determine system operator
- Determine maintenance facility location and size, given potential for future system extensions and connections
- Potential coordination with DC Streetcar project on vehicle technology, operator and maintenance training

Sources

- Pike Transit Initiative. Columbia Pike Transit Alternatives Analysis. July 2005.
- Pike Transit Initiative. [Online] <http://www.piketransit.com> (accessed February 13, 2009)

2.3 Corridor Cities Transitway

Location: I-270 Corridor, Montgomery County

Project Lead: Maryland Transit Administration (MTA)

Mode: Light Rail Transit (LRT) or Bus Rapid Transit (BRT) or Premium Bus Service operating on exclusive right-of-way, HOV lanes, or express toll lanes

Status:

Phase	Alternatives Analysis	Environmental Documentation	2008 CLRP / TIP 2009-14	Begin Construction	Begin Operation
Single Phase	Initial AA completed in 2002; alternatives analysis update underway	DEIS (Multi-Modal) 2002; EA for transit alternatives underway	CLRP Year 2016, TIP 2009-2014	-	-

- State of Maryland issued a Request for Expressions of Interest in October 2006 for public-private partnerships to implement the Corridor improvements
- Possible MTA application for New Starts Funding to be submitted in 2010

System Connectivity:

Metrorail

- Red Line: Shady Grove Metrorail Station

Metrobus

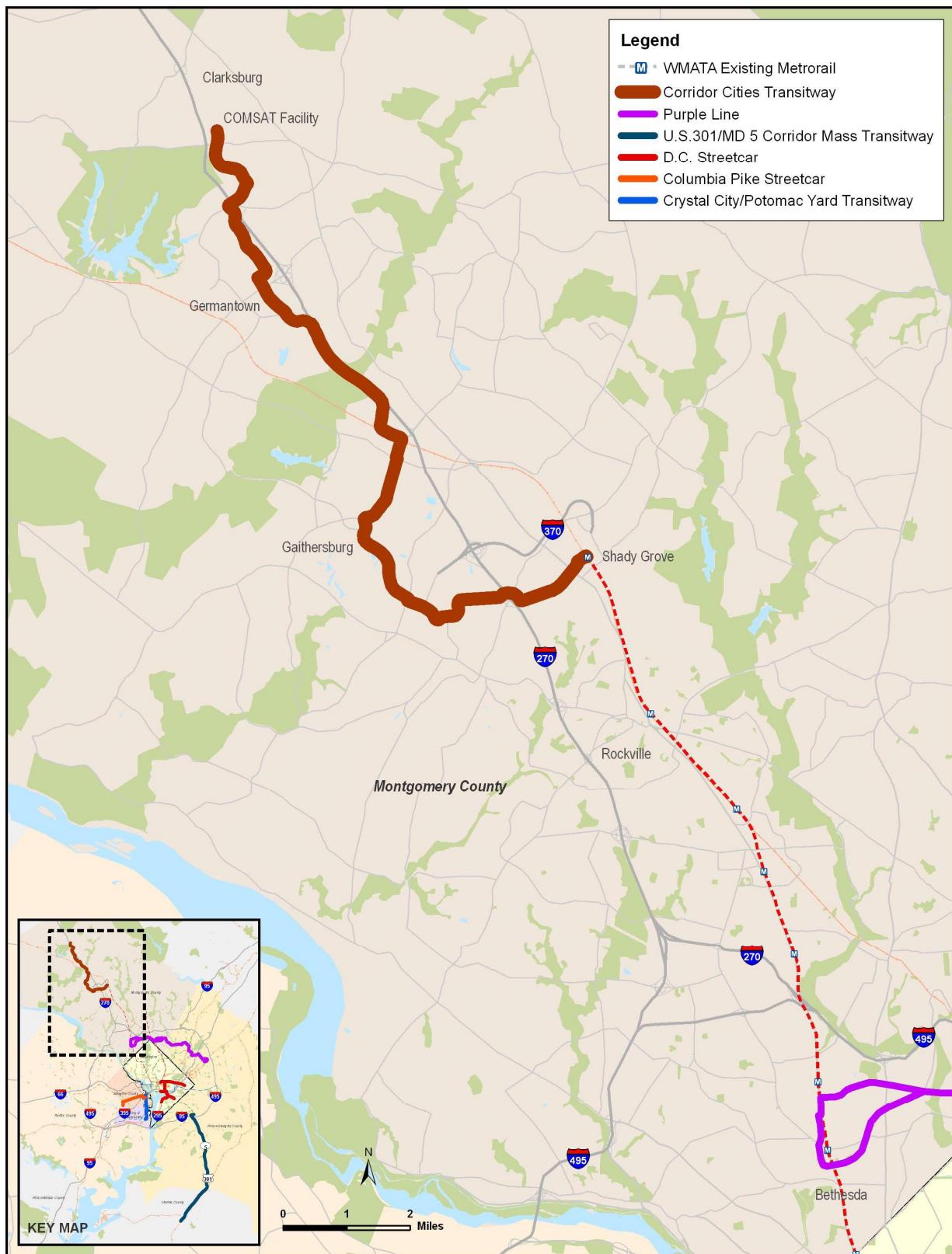
- Interface with J7 and J9 service at Quince Orchard Road. Connecting service includes Q2 at Shady Grove.

Other Transit Providers

- Ride On bus service operates a number of lines within segments of the corridor and would provide connecting bus services.
- MTA commuter bus lines from Hagerstown/Frederick to Shady Grove and Rock Spring Business Park
- MARC Brunswick line connection at the Metropolitan Grove station

Project Alignment: The Corridor Cities Transitway is a component of the I-270/US 15 Multi-Modal Corridor Study, which also includes highway improvements. The 13.5-mile transitway would run northwest from the Shady Grove Metrorail Station in Rockville through Gaithersburg and Germantown to its terminus at the COMSAT facility south of Clarksburg. Thirteen potential station locations have been identified along the alignment. No mode has been determined, but alternatives include LRT, BRT and Premium Bus Service. A pedestrian/bicycle trail is also proposed along the transitway alignment.

Figure 2-3: Corridor Cities Transitway



Estimated Capital Cost:

- Premium Bus Service alternative - \$296 million (2001 dollars, DEIS)
- BRT alternative - \$792 million (2001 dollars, DEIS)
- LRT alternative - \$857 million (2001 dollars, DEIS)

Estimated Annual Operating Cost:

- Premium Bus Service alternative - \$32 million (2001 dollars, DEIS)
- BRT alternative - \$64 million (2001 dollars, DEIS)
- LRT alternative - \$25 million (2001 dollars, DEIS)

Vehicles: To be determined

Stations:

- Number of Stations: Thirteen potential station locations.
- Station Type: Station type to be determined.

Fare Collection: To be determined

Associated Facilities: To be determined; potential sites under study.

Proposed Operator: To be determined

Proposed Capital Funding Sources: Options include New Starts Funding or a public-private partnership for construction or operation of I-270 multi-modal corridor improvements (highway and transit).

Key Issues for Implementation:

- Select Locally Preferred Alternative for the FEIS
- Choose funding options and secure funding source

Key Issues for Operations and Maintenance:

- Determine station locations
- Determine project operator
- Determine maintenance facility locations and sizes

Sources:

- Maryland Transit Administration. I-270 Multi-Modal Study. [Online] <http://www.i270multimodalstudy.com/> (accessed February 13, 2009).
- Maryland Transit Administration. I-270 Multi-Modal Corridor Public-Private Partnership. [Online] <http://www.i-270corridorp3.com/> (accessed February 13, 2009).
- Montes, Sebastian. "State officials to push for private funding of CCT." *Montgomery Gazette*. Dec. 24, 2008. [Online] http://www.gazette.net/stories/12242008/germnew194623_32475.shtml/ (accessed February 13, 2009).
- US Department of Transportation, and Maryland Department of Transportation. I-270 / US 15 Multimodal Corridor Study, Draft Environmental Impact Statement and Section 4(f) Evaluation. May 2002. [Online] <http://www.i270multimodalstudy.com/environmental-studies> (accessed February 13, 2009).

2.4 Crystal City/Potomac Yard Transitway

Location: Route 1 Corridor, City of Alexandria and Arlington County

Project Lead: City of Alexandria and Arlington County

Mode: Bus Rapid Transit (BRT), possible Streetcar in later phase

Status:

Project	Alternatives Analysis	Environmental Documentation	2008 CLRP / TIP 2009-14	Begin Construction	Begin Operation
BRT	March 2003	Categorical Exclusion (CE) approved April, 2007; CE currently being updated for modified alignment	CLRP Year 2011 (Crystal City segment), TIP 2009-2014	2010 – 2014 Phased construction	2010 – 2014 Phased bus improvements 2014 BRT on entire corridor
Streetcar	-	-	-	-	-

- Mid-term bus service improvements are planned in stages between 2010 and 2014, gradually improving/integrating the multiple bus services in the corridor in conjunction with right-of-way improvements. Implementation of a single BRT service is expected by 2014.
- The Crystal City Master Plan recommends replacement of BRT with Streetcar service for the Arlington portion of the corridor.

System Connectivity:

Metrorail

- Blue and Yellow Lines: Pentagon, Pentagon City, Crystal City and Braddock Road Metrorail Stations

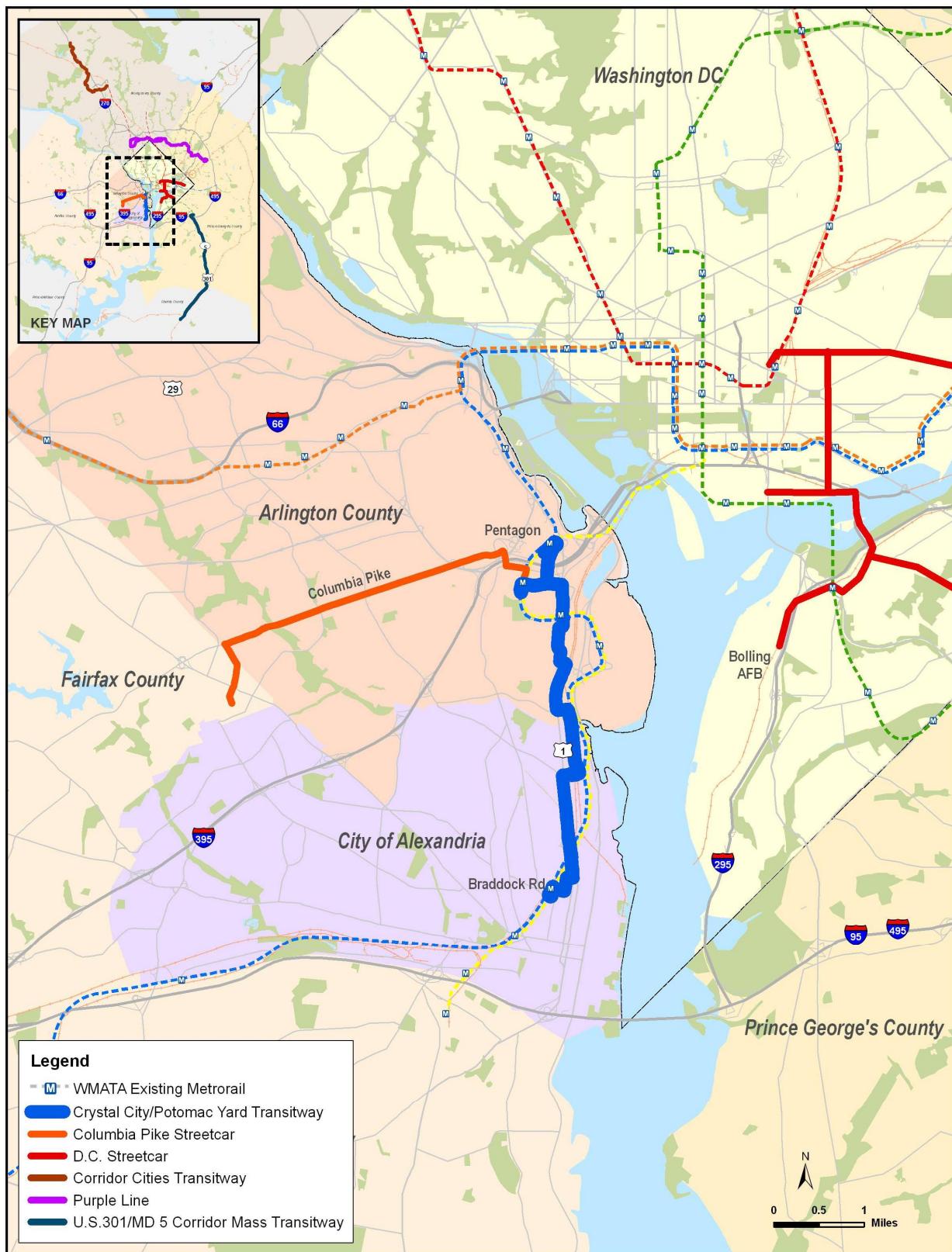
Metrobus

- 9A and 9E within the corridor
- Numerous connecting services at Pentagon Transit Center and Pentagon City

Other Transit Providers

- DASH bus service from King Street Metrorail Station to Potomac Yards
- ART bus service at the Pentagon Transit Center and Pentagon City
- VRE service at Crystal City
- Fairfax Connector, Loudoun County, and PRTC commuter buses at the Pentagon Transit Center

Figure 2-4: Crystal City/Potomac Yard Transitway



Project Alignment: The proposed alignment would extend approximately 5 miles from the Braddock Road Metrorail Station in the south to the Pentagon and Pentagon City in the north. From its start at the Braddock Road Metrorail Station, the alignment would run along existing streets in the North Old Town neighborhood of Alexandria before joining exclusive transit lanes on Route 1. It would turn off of Route 1 to pass through the Alexandria and Arlington areas of Potomac Yard along Potomac Avenue, South Glebe Road, Route 1, and Crystal Drive.

The approved CE document describes an alignment through Crystal City along Clark and Bell Streets to 12th St. South. However, the draft Crystal City Master Plan recommends a couplet, with northbound service along Crystal Drive and southbound service along South Clark/Bell St. between 26th Street South and 12th Street South. In both the CE and Master Plan scenarios, at South Eads St., the alignment would split into two branches. The first branch would turn north on South Eads St. to the Pentagon Transit Center. The second branch would continue west on 12th Street South to the Pentagon City Metrorail Station. The alignment would utilize existing street right-of-way or right-of-way donated as part of approved development plans.

Estimated Capital Cost: Estimates for the interim BRT service are in the range of \$20 to \$30 million for the Alexandria portion of the corridor and \$30 to \$45 million for the Arlington portion (2005 Implementation Strategy)

Estimated Annual Operating Cost: \$11.4 million (2005 Implementation Strategy)

Vehicles: Initiate service using 40-ft., low-floor CNG buses currently used in corridor; initial corridor-dedicated fleet of 22 buses. Streetcar vehicles to be determined.

Stations:

- **Number of Stations:** 21 station stop locations have been identified.
- **Station Type:** low platforms, 75 feet long by 12 feet wide. Smaller platforms to be used at constrained locations.

Fare Collection: To be determined

Associated Facilities: Use of existing Metrobus maintenance and storage facilities

Proposed Operator: To be determined; options include Alexandria and Arlington (DASH and ART), WMATA, and an independent operating company.

Proposed Capital Funding Sources: To be determined; current plans include federal grants, local dedicated transportation funding, and state matching grants.

Key Issues for Implementation:

- Continuing coordination between Arlington and Alexandria concerning alignment and mode
- Redevelopment in Crystal City that may affect street alignment
- Interface with Columbia Pike Streetcar project

Key Issues for Operations and Maintenance:

- Determine project operator
- Determine maintenance facility location

Sources:

- Arlington County. Crystal City Multimodal Study. November 2008.
- Crystal City/Potomac Yard Interim Transit Improvements Implementation Project. [Online] <http://www.ccypytransit.com/index.htm> (accessed February 13, 2009).
- Washington Metropolitan Area Transit Authority. Documented Categorical Exclusion and Technical Memoranda. January 2007.

2.5 Purple Line

Location: Montgomery County and Prince George's County (New Carrollton to Bethesda through Takoma Park and Silver Spring)

Project Lead: Maryland Transit Administration (MTA)

Mode: Light Rail Transit (LRT) or Bus Rapid Transit (BRT)

Status:

Phase	Alternatives Analysis	Environmental Documentation	2008 CLRP / TIP 2009-14	Begin Construction	Begin Operation
Single Phase	Released Oct. 2008	DEIS released Oct. 2008	CLRP Year 2015 (Bethesda to Silver Spring) TIP Project Planning	2013-	2016-

- Prince George's County Council and Montgomery County Council have endorsed the Medium Investment LRT alternative as identified in the DEIS.
- In spring 2009, MTA will select a locally preferred alternative for the FEIS. The MTA expects to submit a New Starts application to FTA in the fall of 2009. (DEIS)

System Connectivity:

Metrorail

- Green Line: College Park station
- Orange Line: New Carrollton station
- Red Line: Bethesda, Silver Spring stations

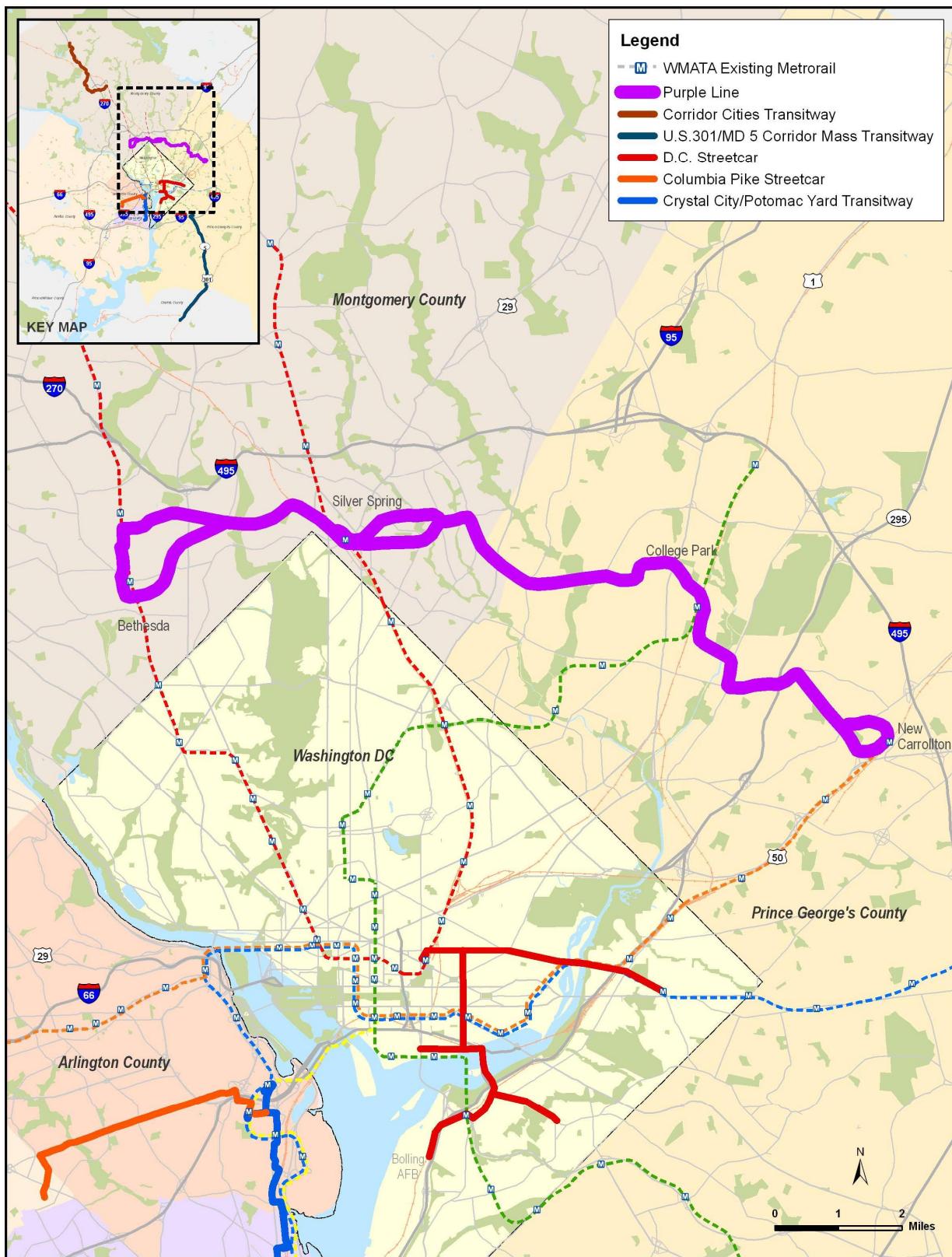
Metrobus

- There is currently no bus service that extends along the entire Purple Line corridor. Existing east-west bus services within different segments of the corridor include the Metrobus J2, J3, J4, C2, C4, F4 and F6 lines.
- Connecting bus services at proposed stations would include over thirty Metrobus lines.

Other Transit Providers

- Montgomery County Ride On 15, Prince George's County TheBus 17 and University of Maryland shuttles currently operate within segments of the corridor. Connecting bus service at proposed Purple Line stations would include over thirty Ride On bus lines and seven TheBus lines.
- MTA Commuter Bus service from Columbia to Washington, DC via Silver Spring.
- MARC Brunswick, Camden and Pennsylvania lines
- Amtrak service at New Carrollton station

Figure 2-5: Purple Line



Project Alignment: The current proposed alignment would extend 16 miles from Bethesda in Montgomery County to New Carrollton in Prince George's County. The alignment would be a BRT or LRT facility and would run mostly along existing streets and railroad rights-of-way. The facility would be generally at grade, with possible short tunnels or flyovers depending on the selected mode and level of investment. Grade separation at key intersections is proposed in the High Investment BRT and LRT alternatives. Twenty-one (21) station locations are currently proposed. From west to east, some of the communities and activity centers served by the proposed alignment include: Bethesda, Chevy Chase Lake, Silver Spring, Takoma Park, Langley Park, University of Maryland, College Park, Riverdale and New Carrollton.

Estimated Capital Cost: \$1.2 billion for the Medium Investment LRT alternative (DEIS, 2007 dollars)

Estimated Annual Operating and Maintenance Cost: \$28.7 million for the Medium Investment LRT alternative (DEIS, 2007 dollars)

Vehicles: Specific vehicles have not yet been proposed.

Stations:

- **Number of Stations:** Twenty-one station locations proposed.
- **Station Type:** LRT station platforms 200 feet long and 10 feet wide. Stations within street medians would be 12 to 15 feet wide. (DEIS)

Fare Collection:

- Proof-of-purchase method with tickets purchased from vending machines at stations. (DEIS)
- Fare structure and policy - To be determined

Associated Facilities:

- A maintenance/storage facility in the vicinity of each alignment terminus will be needed. A 20-acre facility would accommodate an approximate fleet size of 40 - 45 vehicles. Two potential facility sites have been identified.
- For the LRT mode, electrical substations (approximately 10 ft. wide by 40 ft. long) would be needed roughly every 1.25 miles depending on vehicle size and frequency of service.

Proposed Operator: To be determined; options include MTA, WMATA, and an independent operator.

Proposed Capital Funding Sources: New Starts (anticipated 50 to 60 percent), with majority of non-federal funds from the Maryland Transportation Trust Fund. Additional funding would come from Montgomery and Prince George's counties and private sources. Other federal sources will be pursued for ancillary enhancements.

Key Issues for Implementation:

- Interface with the Capital Crescent Trail (investigate single tracking to mitigate impacts)
- Select Locally Preferred Alternative for the FEIS
- Identify sources of local funds

Key Issues for Operations and Maintenance:

- Determine maintenance facility locations and sizes
- Determine project operator

Sources:

- Maryland Transit Administration. Purple Line. [Online] <http://www.purplelinemd.com/> (accessed February 13, 2009).
- Purple Line Alternatives Analysis, Draft Environmental Impact Statement, September 2008
- Shaver, Katherine. "Ratified Purple Line May Revive Suburbs." *Washington Post*. January 28, 2009 [Online] http://www.washingtonpost.com/wp-dyn/content/article/2009/01/27/AR2009012701778_pf.html (accessed February 13, 2009)
- Ujifusa, Andrew. "County Council approves Purple Line light rail." *Montgomery Gazette*. January 29, 2009 [Online] http://gazette.net/stories/01282009/silvnew191207_32508.shtml (accessed February 13, 2009).

2.6 U.S. 301/MD 5 Corridor Mass Transitway

Location: U.S. 301/MD 5 Corridor, Prince George's County, and Charles County

Project Lead: Maryland Transit Administration (MTA)

Mode: Light Rail Transit (LRT), Bus Rapid Transit (BRT) or Enhanced Commuter Bus service

Status:

Phase	Alternatives Analysis	Environmental Documentation	2008 CLRP / TIP 2009-14	Begin Construction	Begin Operation
Phases not yet defined	-	-	-	-	-

- MTA is currently conducting a transit corridor right-of-way preservation study, scheduled for completion in 2009.
- Priority recommendation in the 2008 Southern Maryland Transportation Needs Assessment

System Connectivity:

Metrorail

- Green Line: Branch Avenue Metrorail Station

Metrobus

- C11 and C13 services run within the MD5 corridor between Clinton and Branch Avenue Metrorail Station
- Connecting services include W15, D13, D14 and other services at the Branch Avenue Metrorail Station

Other Transit Providers

- MTA Commuter Bus service from various points in Charles County/St. Mary's County to Washington, DC via the U.S. 301/MD5 corridor

Project Alignment: The proposed transitway would run along the 18-mile corridor from Waldorf-White Plains to the Branch Avenue Metrorail Station along Route MD 5/US 301. Land needs for the alignment corridor, stations and park-and-ride lots are being studied. Studies are also examining service improvements to existing commuter bus services from La Plata.

Estimated Capital Cost: To be determined

Estimated Annual Operating Cost: To be determined

Vehicles: To be determined

Stations: To be determined

Fare Collection: To be determined

Figure 2-6: U.S. 301/MD 5 Corridor Mass Transitway



Associated Facilities: To be determined

Proposed Operator: To be determined

Proposed Capital Funding Sources: To be determined

Key Issues for Implementation:

- Completion of preliminary studies and environmental documentation
- Selection of mode

Key Issues for Operations and Maintenance:

- Selection of project operator

Sources:

- Commission to Study Southern Maryland Transportation Needs. Southern Maryland Transportation Needs Assessment, Final Report, July 2008. [Online] <http://www.marylandtransportation.com/Planning/Southern%20Maryland/index.html> (accessed February 13, 2009).
- Maryland Transit Administration. Development and Evaluation Program, FY 2008-2013, Line 37. 2008.